

LODGE ASSAILS SHIP TRUST

Says It Controls South American Trade.

COSTS MERCHANTS MILLIONS

Passage of Gallinger Mail Subvention Bill Advocated as Remedy for Abuses.

(From The Tribune Bureau.)

Washington, Jan. 24.—The existence of a shipping trust in control of South American trade, similar to the combination in the North Atlantic which is the object of attack by the Department of Justice, was pointed out to-day on the floor of the Senate in a forceful speech by Senator Lodge supporting the ocean mail subvention bill. As a result of this combination, he declared, the United States is paying for the carrying of freight in its South American trade millions of dollars a year more than other nations, and American shippers are discriminated against and victimized to the end that the commerce of European countries may be increased.

He asserted that this combination of foreign shippers not only fixed freight rates, but fixed indirectly the price of commodities, and declared that American merchants were entirely at its mercy because there was no independent steamship line to which they could have recourse.

"I want to call attention particularly to the shipping trust," he said, "which controls south American trade. It is reported that the Department of Justice is about to bring proceedings against a syndicate of lines operating in the North Atlantic. This combination discriminates against American exporters and importers. Here we have a trust which violates every provision of law we have put on the statute books with respect to such organizations in the United States. We object to our own railroads paying rebates, but lots of foreign steamship lines combine to make rebates, and nobody seems to care."

In support of his statements, Senator Lodge cited numerous incidents as proving the existence of the combination of steamship lines which were controlled from one centre and pooled their earnings. He quoted from official reports which indicated the facility of any attempt on the part of the American exporter to improve his lot until an independent line was established by which he could obtain relief from the almost prohibitive rates now charged.

"The ship owner has been treated with injustice," said Mr. Lodge. "We are committed to the policy of protection, but we have not given him the protection which we have accorded to other industries. I do not believe in such a mixed system. I would like to see a measure going much further than this one in order that this condition might be changed."

Mr. Lodge expressed the belief that if enacted into law the Gallinger bill would put the combination out of business in so far as it affects South America.

TAFT FOR MERCHANT MARINE

Thinks Congress Should Pass Subvention Measure.

Washington, Jan. 24.—President Taft addressing the delegates to the Merchant Marine Congress at the White House today declared that not only was the country ready for the creation of a merchant marine, but Congress had discussed the subject long enough to act on it promptly. He said he hoped the presence of the delegates in Washington would have an effect on the members of Congress in the immediate passage of some kind of merchant marine legislation.

Resolutions charging gross discrimination on the part of foreign shipping companies against American manufacturers and urging Congress to take vigorous measures to destroy "the arrogant alien maritime trusts" were unanimously adopted by the congress. It also petitioned Congress for the creation of an independent steamship service of American ships built for the naval reserve, and to be honestly and ably managed in American interests."

The convention decided to circulate petitions among the labor unions and trade organizations of the country asking them to urge Congress to take immediate action on behalf of American shipping interests so as to make increased manufactures at home possible.

Representative Barchfeld, of Pennsylvania, told the delegates that Congress would pass some form of subvention legislation at the present session, but it would be only a compromise measure, affecting the mail service to South America.

James L. Elwell, secretary of the convention, spoke on the benefits that a merchant marine would have on the export trade of the country.

SHIP SUBSIDY INQUIRY

More Costly to Operate Under American than Foreign Flags, Says Witness.

Washington, Jan. 24.—Before the House ship subsidy legislation investigating committee to-day, William Barclay Parsons, of New York, president of the Asticco Steamship Company, testified that his enterprise had no interest either way in any Congressional legislation. He said that it was from 5 to 10 per cent more costly to build or operate ships under the American flag than under foreign flags, on account of the greater restrictions in America.

Mr. Parsons denied any knowledge of kidnapping of any kind, and of any rebate arrangements to shippers.

CONSOLIDATION FOR THE PEOPLE

Plans for Issues in Small Denominations in England.

London, Jan. 24.—It is reported that the government is considering measures to popularize consols and make them easily available to small investors by issuing to bearer bonds in denominations of five and ten pounds. These may be purchased at postoffices, where the coupons also can be cashed, free of the income tax.

This reform has long been advocated as a means of arresting the continued decline in the price of consols, which heretofore, owing to difficulties of negotiation, have been held mainly by wealthy individuals and financial institutions.

Annual Stock-taking Sale

CLIFTON COLLIAMORE & CO.

We announce that during January and February they will make reductions of from 10 to 50 per cent. on a great number of Dinner Sets, Plates, Cups and Saucers, Biscuit Trays, Glass in Sets, odd Boxes and Single Pieces.

Fifth Ave. & 30th St.

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